







## Grande Prairie and District Flying Club



### AIR TRANSPORT AND THE

#### AIRPORT

When the world has time to devote a little thought to the design of civil aeroplanes, the technical problems which are now so eagerly discussed should not remain long unsolved. The lag so painfully evident is much more political than technical at the moment.

With airports the position is different and although the delay in one quarter complicates the whole problem, it is still fairly clear cut. Already the nature of the future airport is pretty well planned and plans are now being made on a knowledge of the future, not on a knowledge of the present.

One of the first questions which any forward-looking local authority might be asked to ask when considering the location of an airport is the town planning scheme or the purchase of a site.

Will the progress of aeromachism which makes very large aeroplanes unnecessary in the future and thus allow us to save money in the present? The perfectly safe answer is no. Certainly some aeroplanes will be able to take off more slowly and to land more slowly, but there is no

### POU DU CIEL ("Sky Plea")

escaping the operational economy of using plenty of space. The process of taking off and climbing requires much more power than ordinary cruising; quick take-off and steep climb merely mean that the disposition is that much greater. Large aeroplanes mean that smaller motors may be used with the same safety as more power in smaller aeroplanes, and as air traffic increases, the extra ground will be a cheaper proposition than constant over-motoring. Admittedly, super-charged engines are able to give a high output for take-off and can then be cranked at a very low proportion of that power.

Nevertheless, the latter does not end there. The maximum output determines the weight of the motor, and that weight has its effect on the pay-load of the air frame to an extent which condemns the scheme for even the operation of the future. Equal safety can be said—having operation in very mountainous country by using small motors and large aeroplanes, and although the cost is at present transferred from the operator to the aerodrome owner, this will sort itself out naturally as the regular service drivers will not see the regular service and the landing fees.

Another good reason why airports must be larger rather than smaller than most Canadian aerodromes are at present is the necessity for weather and night operation. That means blind approach, and no matter how much progress the technique and equipment may make in the next few years, there will always be added safety in proportion to the amount of room. Take-off and landing are susceptible of some positive help by means than merely adding space, but the time is not yet in sight when blind approach will reach the degree of perfection for reliable spot landing. The Department of Transport has laid down the requirements for a standard airport as a guide for development of our internal air transport, and will certainly give preference to standard airports when granting licenses for service, even if they do not actually refuse to authorize regular operation to any others.

They when and that field was a potential aerodrome has some prominence as far as serious air transport is concerned. Airports have become suddenly a very specialized branch of aviation, and are recognized

more generally and clearly as a national and local necessity.

In fact the future of Canadian air transport is on the ground, but if this is understood, the present scheme is more encouraging than the state of the well-known statesman who was said to have a brilliant future behind him.

## Air League and Flying School News

### AIR REGULATIONS, 1920

#### PAINT VII

##### Rules of the Air

63. Flying machines shall always give way to balloons, fixed or free, and to airships. Airships shall always give way to balloons, whether fixed or free. I.C. Annex D, 21.

64. An aircraft when not under its own control shall be classed as a free balloon. I.C. Annex D, 22.

65. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing and angle of elevation of an approaching aircraft. If neither the bearing nor the angle of elevation changes, such risk shall be deemed to exist. I.C. Annex D, 23.

66. The risk of collision shall include risk of injury due to undue proximity of other aircraft. Every aircraft that is required by these rules to give way to another to avoid collision shall keep a safe distance, having regard to the circumstances of the case. I.C. Annex D, 24.

67. When the risk of collision rules regarding risk of collision contained in the last preceding paragraph, a motor-driven aircraft shall always manoeuvre according to the rules contained in the following paragraphs as soon as it is apparent that, if it continues its course, it would pass at a distance of less than 200 yards from any part of another aircraft or at such greater distance, at such times, at such places, and with respect to such aircraft as may be determined by the Minister of National Defence in the interests of public safety. (Amendment dated May 10, 1930.) See I.C. Annex D, 25.

68. When two motor-driven aircraft are meeting end on or nearly end on, the aircraft which is to the right I.C. Annex D, 26.

69. When the two motor-driven aircraft are on converging courses, the aircraft which has the other on its own right side shall keep out of the way of the other. I.C. Annex D, 27.

70. (1) An aircraft overtaking another shall keep out of the way of the overtaken aircraft by altering its own course to the right, and not in the case of (2) Every aircraft coming up with another aircraft from any direction must keep out of the way of the latter from ahead of the latter, i.e. in such a position with reference to the latter which it is overtaking that it might be unable to see either of the aircraft. The aircraft shall be deemed to be an overtaking aircraft and no subsequent alteration of the bearing between the two aircraft shall make the overtaking aircraft a crossing aircraft within the meaning of these rules, or relieve it of the duty of keeping clear of the overtaken aircraft until it is finally past and clear.

(3) As by day the overtaking aircraft cannot always know with certainty whether it is ahead or astern of the aircraft from which it is overtaking, it should, if in doubt, assume that it is an overtaking aircraft and keep out of the way. See I.C. Annex D, 28.

71. Where by any of these rules one of the two aircraft is to keep out of the way, the other shall keep its course and speed. When in consequence of thick weather or other causes the aircraft having the right of way finds itself so close that collision cannot be avoided by the action of the giving way aircraft alone, it shall take such action as will best avoid collision. I.C. Annex D, 29.

72. Every aircraft which is directed by these rules to keep out of the way of another aircraft shall, if the circumstances of the case admit, avoid crossing ahead of the other. I.C. Annex D, 30.

73. In following an officially recognized air route every aircraft, when it is safe and practicable, shall keep to the right side of such route. I.C. Annex D, 31.

74. Aircraft on land or water about to take off shall not attempt to take off until there is no risk of collision with alighting aircraft. See I.C. Annex D, 32.

75. Every aircraft manoeuvring under its own power on the water shall conform to the Regulations for Prevention of Collisions at Sea, and for the purpose of those regulations shall be deemed to be a steam vessel but shall carry the lights specified in these rules and not those specified for steam vessels in those regulations, and shall not, except when in distress, fog mist, falling snow or heavy rainstorm or be deemed to hear the sound signals specified therein. I.C. Annex D, 33.

76. Every aircraft in a cloud fog mist or other conditions of bad visibility shall proceed with caution, having careful regard to the existing circumstances and conditions. I.C. Annex D, 34.

## With the Boy Scouts

### Bits From The Scouts' 1936 Report

The annual report of the Boy Scouts Association for 1936, presented at the annual meeting of April 24, at Ottawa, showed a total membership of 85,946, an increase over 1935 of not 5,845.

**Membership Figures**

The figures for different sections of the movement were: Wolf Cubs, 31,129; Scouts, 44,801; Lone Scouts, 277; Sea Scouts, 319; Rover Scouts, 211; leaders of all ranks, 6,980; Rover Scouts, 2,003.

**Membership by Provinces**

An alphabetical list of the provinces reported the highest provincial membership, with a total of 31,585: Quebec, 10,747; Ontario, 8,740; British Columbia, 8,620; Alberta, 8,032; British Columbia, 6,881; Nova Scotia, 4,795; New Brunswick, 4,353; P. E. I., 375.

**S. A. Life Saving Scouts**

Congratulations also are extended to the Salvation Army Life Saving Scouts upon substantial addition to their numbers in 1936. Papers con-

firming the affiliation of the Life Saving Scouts to the Boy Scouts, autonomous organizations under the Chief Scout for Canada and the Canadian General Council were signed during the annual meeting.

**La Federation Des Scouts Catholiques**

The report warmly congratulates the efforts of La Federation Des Scouts Catholiques de la Province de Quebec upon an increase within a year of more than 30 per cent membership.

**Toy Shops**

The report showed that Boy Scout Christmas Toy Shops operating in 101 towns and cities across the Dominion last Christmas involved efforts for approximately 100,000 children of needy families.

**Scout Apple Days**

Scout Apple Days were held in over 150 places, and many thousands of apples sold for raising out of hand to the mutual benefit of apple growers and local Scout units. Much incidental advertising of the good active qualities of Canadian apples was secured.

**Scouts and Trees**

The planting in the last period of August, out of 20,000 trees, during May 24 week-end was a feature of the report on Scout work. Since 1929, 450,000 trees have been planted on the site. Similar activities have been carried out in other parts of the Dominion. In New Brunswick, the number of Scout Forest Wardens had substantially increased.

**World Friendship Badge**

For the first time the World Friendship Proficiency Badge came in for mention as a matter of achievement, goodwill and understanding among the Boy Scouts of all nations. During the year 25 Canadian Scouts earned the necessary exchange of letters with Scouts in other countries to qualify for this new badge.

**Scouts Qualifying For Public Service**

During 1936 a total of 10,361 Proficiency Badges qualifying for various kinds of public service were earned and passed by Wolf Cubs and Boy Scouts. Scouts studied and passed subjects which will help to improve them physically and to assist them in discovering a life occupation. The service badges included: Ambulance Man, 1,410; Chimney Sweeper, 172; Coast Guard, 4; Veterinary, 10; Fireman, 1,267; Forester, 271; Friend to Animals, 324; Handyman, 884; Inspector, 151; Messenger, 10; (from downing), 402; Safety Man, 400; World Friendship, 25.

**Scouting In An Indian Reformatory**

At the request of the Indian Commissioner of Scouting for boys and young men in Indian penal institutions was related by an Indian reformatory before a Rotary Club in India. Twelve years ago he had suggested to the head of a large reformatory for boys that a Scout troop might help solve their disciplinary problems. He was told the idea was impracticable as armed guards were necessary to keep order and discipline was only maintained by public floggings. He was, however, permitted to visit the institution once a week to introduce Scoutism and before long he was permitted to live on the premises. A Scout troop was eventually started, three years after his departure. Recently he had returned to find an amazing transformation. Armed guards were gone, floggings were things of the past. The boys were even permitted to wear Scout's Honor, to visit their homes and return at an appointed time. And to date not a single boy had failed to keep his promise.

**HEALTH**

A HEALTH SERVICE OF THE CANADIAN MEDICAL ASSOCIATION AND LIFE INSURANCE ASSOCIATION IN CANADA

**TONSILS AND ADENOIDS**

Is the removal of tonsils and adenoids a recently devised operation? As a matter of fact it is one of the earliest surgical operations dating back to at least 4000 B.C. We have been told that in one of the eastern countries the tonsils are removed from every infant. A slip knot is formed of a piece of intestine and placed around the tonsil. The slip knot is then pulled tight and the tonsil is cut off and removed. These people have great belief in the value of this operation and it is their practice the exact status of their men.

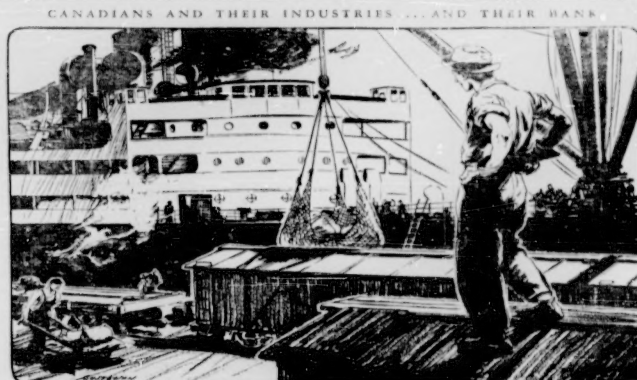
In Canada, however, only since ago a child whose tonsils had been removed was a rarity, but now, when every school child receives medical supervision, the operation is common. Well may a thinking parent find it difficult to believe that there is need for such a widespread attack on a structure of the body.

Of what good are the tonsils? Does their removal do any harm? Surely they have been given to us for a purpose. The tonsils and adenoids are a kind of tissue which grows in the throat to protect us against the spread of germs, but only as long as it is a healthy tissue it is protective.

The position of tonsils and adenoids readily exposes them to infection and often they become barriers of poison to the body. Therefore, the removal of these damaged and harmful pieces of tissue will not be any loss to the defenses of the body. It is, in fact, the show a great benefit to the child, as a whole, even though some should the individual may not seem to be benefited.

It is the experience of doctors with these questions that after a child has had his tonsils and adenoids removed he requires medical attention less frequently, on the average than his friends.

Questions concerning health, addressed to the Canadian Medical Association, 184 College St., Toronto, will be answered promptly by letter.



## CANADA'S TRADE WITH THE WORLD

In the last calendar year Canada had a foreign trade amounting to \$1,661,093,000, an increase of 19.75%, as compared with an average of 8.1% for 24 leading countries. In this exchange the Dominion had a favourable balance (including exportation of gold at a commodity) of \$399,000,000. Another feature of international trade was the tourist business, incoming and outgoing, amounting \$175,568,000, the balance in Canada's favour being \$175,568,000.

With the figures for tourist trade added to those for ordinary commerce, our international trade rose to \$2,018,661,000, with a total balance in Canada's favour of more than half a billion dollars.

Banking plays a vital part in the upbuilding of the foreign trade of Canada, and foreign trade is the backbone of the native industries which are the foundation of Canada's economic structure.

In providing financial service for this enormous trade a leading part is played by the Bank of Montreal, which, with its 500 branches throughout Canada, its own offices in financial centres abroad, and its own banking correspondents throughout the world, carries through promptly and smoothly the task of financing the movements of an infinite variety of commodities.

The Bank's services include: Loans to importers and exporters; purchase of bills of exchange representing exports; purchase of commercial credits for purchases abroad; purchase and sale of exchange "coupons" for protection against price fluctuation in foreign currencies; special wire facilities with the important exchange markets to speed transactions; reports of character and standing of foreign firms; commercial accounts; foreign currency accounts; safeguarding of securities.

## BANK OF MONTREAL

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Offers Service and Accommodation that pleases

RATES FROM ONE DOLLAR AND A HALF

## Hudson-Terraplane Cars and 3/4 Ton Commercial Trucks

HUDSON 6 - 101 H.P.  
" 8 - 122 H.P.  
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## DEALERS WANTED

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## LIFE INSURANCE

GUARDIAN OF CANADIAN HOMES



## Interesting News From Sexsmith

Vol. V, No. 47

R. A. MACLE, D.

May 11, 1937

### TO CONSECRATE NEW CHURCH

Bishop Seidenberg has arranged to come to Sexsmith on Sunday, May 23, to consecrate Emmanuel Anglican Church, which was built last fall. The service will begin at 8 p.m.

### "GRANDMOTHERS' DAY"

Thursday, May 13, was "Grandmothers' Day" with the Women's Institute of Sexsmith, and the members and their guests met at the home of Mrs. S. W. Smith in the afternoon. There were 16 grandmothers present, two of them also great-grandmothers, namely Mrs. Cook and Mrs. Eschell.

The following program was given: "When You and I Were Young, Maggie," by the assembly; piano solo, Mrs. M. Murray. Then there was an old-time "concert-dance" played by the following cast: The mother, Mrs. Hall; the girl, Miss Ann Fraser; the villain, Mrs. H. M. McMillan; and Hero Mrs. Gilpin. There was a solo, "The Second Minute," by Mrs. R. Seare, a duet, "At the Sea," by Mrs. J. McNaughton and Mrs. Bob Sharp; duet, "Remember a Voice is Calling," by Mrs. Seare and Mrs. Smith; and a chorus, "Silver Threads Among the Gold."

A dainty lunch was then served. Mrs. Foy gave an address in behalf of the guests. Each grandmother was presented with a carnation.

The following grandmothers were present: Mrs. English, Mrs. Cook, Mrs. Wilson, Mrs. Warden, Mrs. Baker, Mrs. Finner, Mrs. McQuitty, Mrs. Warren, Mrs. Adams, Mrs. Foster, Mrs. McNaughton, Mrs. Mayo, Mrs. Fairbairn, Mrs. Anderson, and Mrs. Foy. The meeting closed with the singing of the National Anthem.

### ANNOUNCE ENGAGEMENT

Mr. and Mrs. J. B. Foster of Sexsmith announce the engagement of their eldest daughter, Ruth Bernice, to William Harold McFarland of Edmonton. The wedding is set for early in June.

### "ENGLISH" AS SHE IS SPOKEN

We saw a sign tacked on the fence immediately north of the Richardson McNaughton store, reading as follows: "Attention please, LOST—A Von ren and vite cuff with his left hand, leg was black. He was a shoe cuff. Any party brings me dot cuff, pays me for it. See Richardson McNaughton, two miles behind the bridge."

Would suggest that anyone who has five dollars to spare, and should locate this "cuff" to return same to the address given.

### "WHEN TRAVELLING THROUGH, DO NOT FAIL TO STOP AT THE"

**Weicker Hotel**  
SEXSMITH

All meals are served excellently, and are cooked in "SUPER HEALTH" utensils.

Reduced Holiday Fares  
Between  
All Points In Canada

For

**Victoria Day**

Good in Coaches Only

COACH CLASS FARE AND ONE QUARTER  
FOR ROUND TRIP

Good in Sleeping and Parlor Cars  
(on payment for accommodation furnished)

FIRST CLASS FARE AND ONE QUARTER  
FOR ROUND TRIP

Good going May 20, to 2 p.m. May 24, inclusive.  
Return to leave destination not later than midnight May 28, 1937.

For further information apply to local Agent

**Northern Alberta Railways**

## MUSICAL FESTIVAL VISITORS



Dull Vision, Eye Strain  
are nature's warning of  
Defective Eyesight.

HEED THE WARNING  
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**J. A. Toombs**  
Registered Optometrist  
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GRANDE PRAIRIE, ALBERTA

**For Better Vision . . .**  
Every facility for conducting a thorough examination of your eyes—plus the full resources of our modern optometry equipment—are definite reasons why such an examination can be conducted with greater efficiency and accuracy in our optical shop. As the many instruments required for the most exact diagnosis cannot be carried on the road, it is natural that you may receive greater service in every minute detail by arranging to have an examination of your eyes made in our Grande Prairie office. The most modern complete optical parlor in the Peace River gives five important tests in the attendance of an expert optician for accurate correction of defective eyesight.

(1) The optometer test; (2) Kretschmer test; (3) Kinesthetic test; (4) Rhetometric test; (5) Rod-green; (6) Rod-green; (7) Rod-green; (8) Rod-green; (9) Rod-green; (10) Rod-green; (11) Rod-green; (12) Rod-green; (13) Rod-green; (14) Rod-green; (15) Rod-green; (16) Rod-green; (17) Rod-green; (18) Rod-green; (19) Rod-green; (20) Rod-green; (21) Rod-green; (22) Rod-green; (23) Rod-green; (24) Rod-green; (25) Rod-green; (26) Rod-green; (27) Rod-green; (28) Rod-green; (29) Rod-green; (30) Rod-green; (31) Rod-green; (32) Rod-green; (33) Rod-green; (34) Rod-green; (35) Rod-green; (36) Rod-green; (37) Rod-green; (38) Rod-green; (39) Rod-green; (40) Rod-green; (41) Rod-green; (42) Rod-green; (43) Rod-green; (44) Rod-green; (45) Rod-green; (46) Rod-green; (47) Rod-green; (48) Rod-green; (49) Rod-green; (50) Rod-green; (51) Rod-green; (52) Rod-green; (53) Rod-green; (54) Rod-green; (55) Rod-green; (56) Rod-green; (57) Rod-green; (58) Rod-green; (59) Rod-green; (60) Rod-green; (61) Rod-green; (62) Rod-green; 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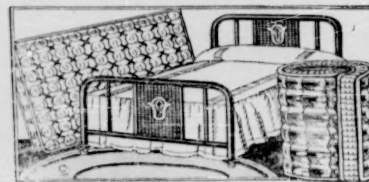
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## Grande Prairie Musical Festival Programme, 1937

**Tuesday Afternoon, May 18**  
Grand Theatre, at 2:00  
Piano Competitions, Class 7 & 8, c.  
Junior Vocal Duets, Class 2a.  
Piano Duets, Class 2a.  
Spoke Hall, at 2:00  
Education, Grades 1, 2 and 3, Class 6d.  
Education, Grades 7 & 8 and 9, Class 6e.  
**Tuesday Evening, May 18**  
Grand Theatre, at 8:00  
High School Orchestra, Class 4.  
Open Vocal Solos, Class 9.  
Senior Piano, Class 7d.  
Vocal Duets, Class 10.  
Vocal Quartets, Class 11a.  
Open Piano Duets, Class 8c.  
Church Choirs, Class 12 b and 9.  
**Wednesday Morning, May 19**  
Grand Theatre, at 9:00  
Rural School Plays—White Mountain School and Craigellachie School.  
United Church, at 9:00  
Boys' Solos, Class 2a.  
Girls' Solos, Class 2b.  
**Wednesday Afternoon, May 19**  
Grand Theatre, at 2:00  
School Chorus, Class 1.  
Junior Church Choirs, Class 12a.

Spoke Hall, at 1:00  
Education, Grades 4, 5 and 6, Class 6d.  
Education, Grades 10, 11 and 12, Class 6e.

**Wednesday Evening, May 19**  
Grand Theatre, at 8:00  
Open Folk Dancing, Class 5c.  
Open One-Act Plays, Class 6d.  
**Thursday Morning, May 20**  
Grand Theatre, at 9:00  
Senior Girls' Solos, Class 2 c and d.  
Polo Dances, Junior and Senior, Class 3 a and b.  
**Thursday Afternoon, May 20**  
Grand Theatre, at 2:00  
High School One-Act Plays, Class 6d.  
Grande Prairie High School, Clairmont School.  
**Thursday Evening, May 20**  
Grand Theatre, at 8:00  
Grand Concert of Winners and Presentation of Trophies.  
Grand Theatre, at 10:30  
Musical Festival Dance.

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## Official A. A. U. of C. Rules To Apply at Grande Prairie Insp. Track and Field Meet

School pupils of all ages in the southern Peace are now going through their paces in athletics, a sure sign that they are out to make the competition tough in the various sports to be staged in Grande Prairie, May 29, at the Grande Prairie Inspectorate Track and Field Meet.

Rules governing events of this meet are listed below by the officials of the Grande Prairie Inspectorate sports day, composed of members of the local teaching staff. They conform with the official handbook of the A.A.U. of C.

**Running High Jump**  
(a) The field judge shall decide the height at which the jump shall commence, and shall regulate the succeeding attempts.  
(b) Three jumps are allowed at each height, and a failure at the third attempt shall disqualify.  
(c) A competitor may commence at any height above the minimum height, and may jump at his own discretion at any subsequent height.  
(d) Driving over the bar is not permitted.

**Broad Jump**  
(a) The length of the run is unlimited.  
(b) Each competitor shall be allowed three jumps, and shall be credited with the best of all his jumps.  
(c) If any competitor swerves aside at the taking-off line, or the line extended or not, the ground in front of the take-off point with any part of his foot, such jump shall not be measured, but it shall be counted against the competitor as one jump.  
(d) The measurement is made from the front edge of the take-off board to the nearest break in the ground made by any part of the competitor's body.  
(e) For standing broad jump the competitor may run, jump forward and backward, lifting heels and toes alternately, but must not lift either foot from the ground until the jump is made. Otherwise the above rules apply where applicable.

**Pole Vault**  
(a) The bar shall be elevated as the judges shall decide.  
(b) Each competitor shall be allowed three jumps at each height, and a failure at the third attempt shall disqualify.  
(c) A competitor may commence at any height above the minimum height, and may jump at his own discretion at any subsequent height.  
(d) As soon as the competitor has left the ground, the judge of the pole vault shall count the jump as one jump.  
(e) At the moment of jumping, or after leaving the ground, the competitor must not change the position of his body on the pole.  
(f) If a competitor clears the bar, but in doing so the pole should remain the bar, it shall be counted as a failure.  
(g) Pole vault has a binding, but

**WAKE UP YOUR LIVER BILE—**  
And You'll Jump Out of Bed in the Morning Rarin' to go!  
The liver should pour out two pounds of bile into your bowels each day. If it does not, you will feel tired, sluggish, and your bowels will not move. This is because the liver is not working properly. It is the liver that makes the bile, and it is the bile that keeps the bowels moving. If the liver is not working properly, the bile will not be made, and the bowels will not move. This is why you feel tired and sluggish, and why your bowels do not move. It is the liver that makes the bile, and it is the bile that keeps the bowels moving. If the liver is not working properly, the bile will not be made, and the bowels will not move. This is why you feel tired and sluggish, and why your bowels do not move.

**GRANDE PRAIRIE GARAGE CO. LTD.**  
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## Alberta Crop Report No. 1

Issued by Alberta Dept. of Agriculture, Edmonton, May 7.

Seeding commenced about April 15 in the south and central areas as far north as Red Deer and northeast to Lloydminster, reports indicating that from 75 to 85 per cent of wheat is seeded, with a considerable portion of winter grain seeding also completed. Wheat has made a growth of two to three inches in some districts. In the Edmonton zone, north to Athabasca, the progress of spring work varies somewhat, seedling ranging from 50 to 80 per cent and coarse grain being just slowly started. In the Peace River district seeding is becoming general this week, but good progress is now being made.

Some storms and spring rains have occurred at intervals through the south to provide adequate surface moisture for germination. This applies also to the area from Vegreville east to the boundary. Unusually dry conditions for spring have prevailed through most of the country north of Calgary (not including the Peace River district). Spring work there has been further advanced than usual, but surface moisture has been limited. Conditions are much improved, however, with good rains during the last couple of days. Through there is now sufficient surface moisture in most districts from the international boundary north to Athabasca there is little subsurface moisture following the dry season of 1936 and comparatively light winter snowfall in the northern areas. The whole of the Peace River district reports excellent spring conditions, with plenty of reserve moisture and prospects of a normal crop season.

Though some soil drifting has occurred in the south and east-central districts, spring rains have assisted in its control and consequently it has not been widespread.

Preparations are made for adequate control of grasshoppers in the south. The hatch has been delayed by prevalent, damp, and cool conditions. Some relief feed continues to move to drought districts for work before the spring work period. Pasture is now available in many areas of stock especially in the Peace River district where the usual regulations.

There has been a shortage of winter feed throughout the whole of the south and east-central areas, and stock has been through the winter in thin condition, but with comparatively small losses. Lamb, calf and pig crops are about normal. Stock in the north is in good shape. The live stock market has continued fair. The live cattle and hog market have been steady. A tendency toward reduced live stock production would appear to be in evidence as a result of high grain prices. This applies especially to hogs. Feed shortage in many districts has contributed toward reduced dairy production, but there is plenty of pasture.

**BANK OF MONTREAL CROP REPORT, No. 1**  
MONTREAL, May 6.—A brief synopsis of telegraphic reports received at the bank office of the Bank of Montreal from its branches is as follows:  
**General**  
Wheat seeding is now well under way in the Prairie Provinces, although it was retarded by wet weather in Manitoba and northern Saskatchewan. In Manitoba and northern Saskatchewan, the moisture generally is adequate for germination, but owing to deficiency in subsurface reserves rains are generally needed, particularly in southern and central Saskatchewan and eastern Alberta, where there has been very little rain so far this spring. In Quebec province the season is late and field operations are a little behind. The spring crop generally is well advanced, and in the Maritime Provinces seeding operations will not be general before another two weeks. In British Columbia field operations have been retarded by cool

wet weather. Fall wheat and hay crops wintered well.  
**Alberta**  
Wheat seeding commenced about two weeks earlier than last year, and is now fairly well advanced. Surface moisture is considered sufficient to start germination. Except in the northwest and Peace River districts there is practically no subsurface moisture, and frequent rains in the growing season will be necessary. Wheat acreage is about the same as last year.  
**Saskatchewan**  
Seeding operations on the whole are now well under way. Surface moisture is sufficient for germination in most sections. Apart from the northern districts, little rain has fallen and no subsurface reserves are adequate, good rains will be required throughout the growing season.  
**Manitoba**  
Field operations were delayed to some extent by a heavy snowfall and

general rains towards the end of April, but seeding was commenced and is progressing favorably. Good seed conditions are satisfactory for early growth, but subsurface moisture reserves are low and further rains would be beneficial.

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KING GEORGE VI  
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QUEEN ELIZABETH

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MAY 21st to MAY 29th  
RETURN LIMIT—45 Days in addition to date of sale

## Return Fares from Grande Prairie

|                       | Couch   | *Tourist | Standard |
|-----------------------|---------|----------|----------|
| TORONTO               | \$50.70 | \$63.35  | \$76.05  |
| OTTAWA                | 30.70   | 63.35    | 76.05    |
| MONTREAL (round-trip) | \$1.40  | 94.20    | 77.10    |
| QUEBEC (round-trip)   | \$4.65  | 68.30    | 82.05    |
| HALIFAX (round-trip)  | 66.00   | 83.25    | 99.95    |

\*Good in Tourist Sleepers on payment of regular berth rate.  
Good in Standard Sleepers on payment of regular berth rate.  
Children, 5 years and under 12, half fare.  
Correspondingly Low Fares To Other Points in Eastern Canada.  
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Full particulars from any Agent.  
**Northern Alberta Railways**

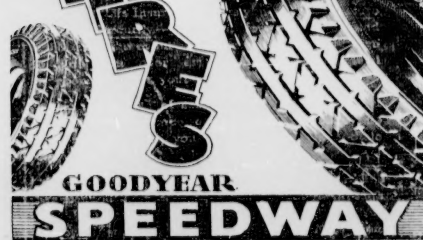
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GRANDE PRAIRIE, ALBERTA

## ILLUSTRATED NEWS OF THE WEEK

A SPECIAL TRIBUNE FEATURE  
THE BEST OF THE WEEK'S INTERESTING NEWS PICTURE

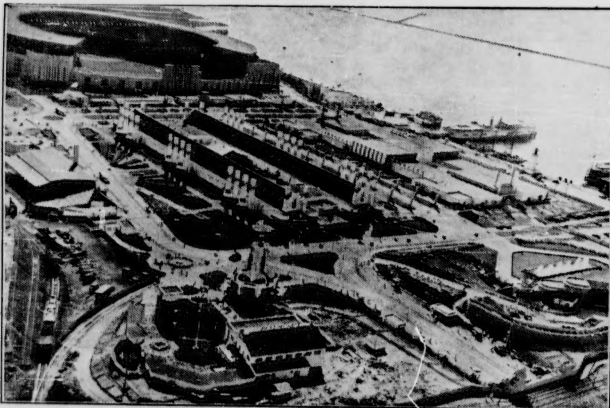
ONTARIO FLOODS WRECK TRAINS AND FORCE THOUSANDS TO FLEE

Flood waters from rampaging rivers and streams in western Ontario have forced thousands of people from their homes and caused at least one train wreck which took five lives. At Ingersoll a washout on the main line of the Canadian National Railways was responsible for the deaths of four when the Chicago-Montreal liner went over an embankment. An Ingersoll doctor was drowned by the flood waters while rushing to the scene of the accident. Above is a photograph of the disaster which shows the derailed train amid swirling flood waters. This picture was taken shortly after the washout.



JAPANESE FLIERS SET NEW RECORD FOR TOKIO TO LONDON FLIGHT

The Japanese plane, "Divine Wind," arriving at Croydon aerodrome, 11 noon, after setting a record of 24 hours for the flight of 10,000 miles between Tokio and London. The machine was piloted by Mr. Hasegawa, and the radio operator was Mr. Tsukaguchi.



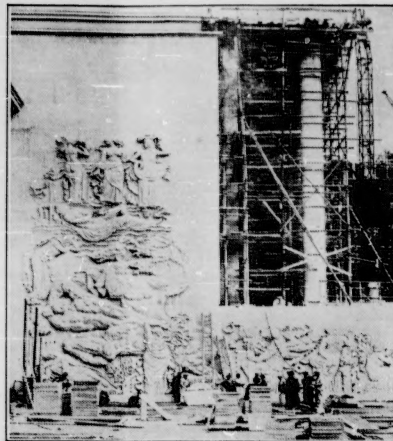
AN AERIAL VIEW OF THE GREAT LAKES EXPOSITION

This aerial picture gives an excellent impression of the size and magnificence of the Great Lakes Exposition, which opens in Cleveland on May 29. In the immediate foreground is the Florida Manor House, while in the centre is the Industries Building and the Hall of Progress. Cleveland's municipal stadium is seen in the distant background.



GIRAFFE-NECKED WOMEN FROM BURMA AT OLYMPIA

This picture shows some of the giraffe-necked women from Upper Burma who are taking part in the Bazaar, Mills Circus at the Olympia, London. The baby in the picture was born at the circus during its visit to London.



WONDERFUL STONE CARVINGS AT PARIS EXHIBITION

Here are the first of the huge stone carvings on the Museum of Modern Arts at the Paris Exhibition, which is now finished and the scaffolding taken away. They depict various mythological scenes and are the largest of their kind at the exhibition. The sculptor is M. Jeannot.



TESTIFIES FOR CLARK GABLE

Appearing in Los Angeles court as a witness for Clark Gable, the screen actor, in the trial of Mrs. Violet Wells Norton and Jack Smith, Françoise Dorner, youthful former sweetheart of Gable, testified that the actor was playing in a stock company in Oregon with her at the time Mrs. Norton claimed Gable was in England. Mrs. Norton claims the actor is the father of her daughter, which claim Gable denies.



View of dining room

FORMER SIMPSON HOME MUSEUM

Capitalizing on the publicity stirred by the suicide of Mrs. Wallis Simpson and the Duke of Windsor, a Baltimore party purchased the childhood home of Mrs. Simpson, restored it and opened it to the public as a museum at an admission charge of 50 cents per person.



"Continental Varieties," a program released from the Canadian Broadcasting Corporation Vancouver studio to the western network every Friday at 10:00 o'clock, was caught in rehearsal as Jack Arison, 22-year-old conductor, was giving instructions. Ramona Lambert, soloist, is seen standing beside the new uni-directional microphone.



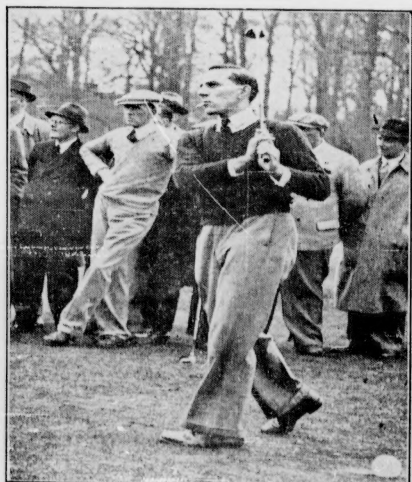
QUEEN OF BLOSSOM FESTIVAL

As Michigan Blossom Queen, Alice Merson, 22, of South Haven, ruled over the annual Blossom Festival held in the twin cities of Benton Harbor and St. Joseph on May 2. Miss Merson is a brunette.



ITALY STRIVES FOR NEW DIPLOMATIC TRIUMPHS

Premier Mussolini is striving for another major diplomatic victory for Italy, this time with Austria. Il Duce was supposed to have won complete agreement on his demands that plans for restoration of the Hapsburgs be abandoned and that Austria give up any idea of an entente with Czechoslovakia at present, insuring continuation of the anti-Communist central European bloc. This photograph of Chancellor von Schuschnigg of Austria and Mussolini was taken at a recent parley.



ASSISTANT PROFESSIONAL WINS \$10,000 PRIZE

P. L. King, assistant professional at the Knole Park, Devonshire Club, won the "Daily Mail" \$10,000 professional golf championship recently. This picture shows the winner approaching the second green on the last day of the tournament. King's score was 288.





